

WEEKLY INSPECTION CHECKLIST FOR
LIQUID WASTE INCINERATOR AND CALGON UNIT

DATE: _____
TIME: _____

INSPECTOR: Walt Michaels
TITLE: Process Supervisor

RESIDUE BURNER AND CALGON UNIT
WEEKLY INSPECTION CHECKLIST

I. TANKS

Inspect each tank for leaking connections, leaks from holes or cracks, in tank walls, excessive corrosion, inoperable valves. **NOTE ANY DEFECTIVE CONDITIONS.**

TANK	CONDITION
T-1 Residue Storage	
T-2 Miscellaneous Storage	
T-3 Agitated Storage	
T-4 Heated Storage	
T-5 Oil Storage	
T-6 Residue Storage	
Quench Tower	
Absorber Condenser	
Incinerator	
1st Stage Neutralizer	
2nd Stage Neutralizer	
50% Caustic Storage	
Diesel Storage	
South Carbon Bed	
West Carbon Bed	
East Carbon Bed	
Carbon Transfer Tank	
West-Sacrificial Bed	
East-Sacrificial Bed	
100 M Water Storage	
Water Decant Tank	

XC: RHS
O: DW

DATE: _____
TIME: _____

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RESIDUE BURNER AND CALGON UNIT
WEEKLY INSPECTION CHECKLIST

II. TRAILERS

Inspect each trailer, which is at either the Residue Burner or Calgon Unit at date of inspection, for leaking connections, inoperable valves, etc. **NOTE ANY DEFECTIVE EQUIPMENT OR CONDITIONS.** Inspect for leaks and corrosion.

X = Not On Site

TRAILER	CONDITION
256	
280	
281	
283	
284	
286	
287	
291	
292	
293	
295	
296	
297	
298	

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RESIDUE BURNER AND CALGON UNIT
WEEKLY INSPECTION CHECKLIST

III. PUMPS

Inspect each pump to determine if:

- 1) It is in good operating condition - (seized or coupling shot).
- 2) It is properly packed - leaking.
- 3) There are any leaking connections - unions or flanges.
- 4) Inlet and discharge valves are operable.

NOTE ANY DEFECTIVE CONDITIONS.

PUMPS	CONDITION
T-2 / T-3 Incinerator Feed Pump	
T-1 Incinerator Feed Pump	
T-4 Incinerator Feed Pump	
Oil Feed Pump	
T-6 Incinerator Feed Pump	
T-1 Unloading Pump	
T-4 Unloading Pump	
Oil Unloading Pump	
T-6 Unloading Pump	
T-2/T-3 Unloading Pump	
Agitated Tank Agitator	
East Caustic Feed/Circulating Pump	
West Caustic Feed/Circulating Pump	
stic Unloading/Sump Pump	
Water Stor Tk's Sump Pump	
Water Trailer Unloading Area Sump Pump	
Calgon Feed Pump	
Water Trailer Unloading Pump	
Residue Unloading Area Sump Pump	
Residue Storage Area Sump Pump	
#1 Neut Tank Agitator	
#2 Neut Tank Agitator	
#1 Cooling Tower Circulating Pump	
#2 Cooling Tower Circulating Pump	
#1 Quench Circulating Pump	
#2 Quench Circulating Pump	
#1 Absorber Condenser Circulating Pump	
#2 Absorber Condenser Circulating Pump	
North IWS Circulating Pump	
South IWS Circulating Pump	

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RESIDUE BURNER AND CALGON UNIT
WEEKLY INSPECTION CHECKLIST

IV. CONTAINMENT AREAS

Inspect each containment area to determine the condition of the SUMP and DIKE Walls.

NOTE ANY DEFECTIVE CONDITIONS. FULL OR FLOODED.

CONTAINMENT AREA	CONDITION
Unloading Area (Residue)	
Storage Area (Residue)	
50% Caustic Tank	
Water Trailer Unloading	
Water Storage Tanks Dike	
Calgon Bed Dike	
Quench Area	
Incinerator Area	
IWS Area	

V. FILTER

Inspect Filter for leaks and plugging
Inlet and Discharge Valves workable.

FILTER	CONDITION
Calgon Feed Filters	
River Water Screens	
Oil Storage Unloading	
Heated Storage Unloading	
BOC Storage Unloading	
PCBTF Storage Unloading	
Agitated Storage Unloading	
Misc. Storage Unloading (Direct)	

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WEEKLY INSPECTION CHECKLIST

V | MISCELLANEOUS, FEED PIPING & SCRUBBING SYSTEM

Inspect for leaks or holes.

NOTE ANY DEFECTIVE CONDITIONS.

ITEM	CONDITION
Incinerator Hot Stack	
Quench/Cooling Tower	
Absorber Condenser	
Piping in U-94	
IWS Recycle Piping	
Absorber Condenser Cooler	
Absorber Condenser Piping	
Incinerator Feed Piping	
Calgon Feed Piping	
Calgon Exit Piping	
50% Caustic Unloading Piping	
Water Trailer Unloading Hose	
Oil Storage Unloading Hose	
Residue Unloading Hoses	
# 1 IWS	
# 2 IWS	
Unloading Area Sump Piping	
Storage Area Sump Piping	
Incinerator Feed Nozzles	
Combustion Air Blower	
Stack Fan	
U-67 Air Compressor	
Storage Tank Vent Sorb Drums	

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WEEKLY INSPECTION CHECKLIST

VII. INSTRUMENTATION

Inspect Instrumentation for proper operation.

NOTE ANY DEFECTIVE EQUIPMENT.

INSTRUMENTATION	CONDITION
Incinerator Body / Exit Temperatures	
Incinerator Body Press/Vacuum	
Combustion Air Flow	
Scrubber Temperature	
# 1 Continuous Emissions Monitor System	
# 2 Continuous Emissions Monitor System	
Bailey Operator Interface Stations	
Bailey Printers	
pH Meters	
Oxygen Meter - U-94	
Oxygen Meter - U-67	
North American Gas Burner System (A)	
North American Gas Burner System (B)	
Calgon Water Flow Meter	
Pressure Gauges (Misc)	
Portable 2-way Radio	
Emergency Shutdown	

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RESIDUE BURNER AND CALGON UNIT
WEEKLY INSPECTION CHECKLIST

VIII. SAFETY EQUIPMENT

EQUIPMENT	CONDITION
100 M Storage Eyewash/Safety Shower	
U-60 Eyewash/Safety Shower	
U-67 Eyewash/Safety Showers	
Unloading Area Eyewash/Safety Shower	
Stor Area (Ground) Eyewash/Safety Shower	
Stor Area (Deck) Eyewash/Safety Shower	
U-76 (East) Eyewash/Safety Shower	
U-82 (East) Eyewash/Safety Shower	
Fire Extinguishers - U-76, U-87, U-67, U-94	
Fire Extinguishers - Outside	
ott Air Pak's - U-87	
Spill Control Equipment	
<u>HOUSEKEEPING</u>	
U-87 Bldg	
U-67 Bldg (1) (2)	
U-94 Bldg	
U-79 Bldg	
U-82 Bldg	
Reactor Area	
Water Storage Area	
Residue Trailer & Stor	

DATE: _____ INSPECTOR: Walt Michaels
TIME: _____

TITLE: Process Supervisor

NAPL STORAGE AREA
WEEKLY INSPECTION CHECKLIST

T-20	
NAPL Storage Tank	
Process Piping	
Unloading Pump	
Feed Pump	
Unloading Hose	
Feed Striner	
North Eyewash, Safety Shower	
South Eyewash, Safety Shower	
Trailer Pad	
Storage Tank Dike	
Sump Pump	
Sample Return System	
Vent Sorb Drum	

Example

Chemical Waste Storage Tank Emission Control System Inspection

Inspector _____											Time _____			Date _____		
Instructions: <ol style="list-style-type: none"> 1. Check carbon canisters organic discharge reading using an H-NU Model PI 101 Photoionizer. Any canister with a vent gas reading over 50 ppm is to be replaced. 2. Check the storage tank automatic nitrogen pad valve (Functioning properly, leaking through or stuck). 3. Check the storage tank automatic vent valve (Functioning properly, leaking through or stuck). 4. Check the vent pipe from the storage tank to the carbon canister (OK or plugged). 																
Tank System																
Equipment	T-1 BOC	T-2 MISC	T-3 AGIT DECH+	T-4 NAPL BLENDS	T-5 FUEL OIL	T-6 NAPL STORAGE	T-20 NAPL BLENDS	CALGON								
								NORTH	MIDDLE	SOUTH						
Carbon Adsorber Vent Gas H-NU Meter Reading (PPMV as Methane)																
Nitrogen Pad Valve (Okay, leaking, plugged)								N/A	N/A	N/A						
Vent Valve (Okay, leaking, plugged)								N/A	N/A	N/A						
Storage Vent Piping (Okay, plugged)																
Equipment/Facility Leak Check																
	T-1 FEED PUMP	T-2-3 FEED PUMP	T-4 FEED PUMP	T-5 FEED PUMP	T-6 FEED PUMP	TRAILER SUMP	T-20 TRAILER SUMP									
Ambient Air at Device H-NU Meter Reading (PPMV as Methane)																
	BOC UNLOAD PUMP	T-4 NAPL UNLOAD PUMP	OIL UNLOAD PUMP	BTF UNLOAD PUMP	MIS- DIRECT UNLOAD PUMP	STORAGE DIKE PUMP	T-20 UNLOAD PUMP									
Ambient Air at Device H-NU Meter Reading (PPMV as Methane)																

INSPECTOR: Walt Michaels
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IX. CORRECTIVE ACTION

[illegible]

DAILY INSPECTION FORMS

RCRA HAZARDOUS WASTE CONTAINER STORAGE AREA DAILY INSPECTION SHEET

Date : ____ / ____ / ____

Pad Inspected : _____

Time : _____ AM / PM

Inspect each drum pad for the following items at least once per day:

Leaking Drums / Drums not on Pallets / Drums not closed / Bulging Drums.

Drums "Properly Closed" means bungs wrench tight and for open head drums the top with ring & bolt in place wrench tight.

Deterioration of the Pad or Sump surface, or wet areas outside of the Pad indicating leakage. Erosion or undermining of the pad indicating leakage.

Pads must be kept free of ice at all times. (Use salt to keep clear.) Pump rain water within 24 hours of rain event.

Note any defective conditions (i.e. full sumps or flooded pads, leaking drums or problems with the pumps, and any inoperative eyewash systems where provided and the required remedial action to correct the condition.

ALL DEFECTS MUST BE CORRECTED IMMEDIATELY (per Part 373.2).

	FINDINGS		REMEDIAL ACTION PLAN AND COMMENTS
	YES	NO	
<u>DRUM CONDITION</u>			
DRUMS "PROPERLY CLOSED"			
LEAKING (FUMING) DRUMS			
DRUMS NOT ON PALLETS			
BULGING DRUMS			
SEVERE RUSTING			

<u>PAD CONDITION</u>			
DETERIORATION (ie: CRACKS) PAD SURFACE			
DETERIORATION (ie: CRACKS) PAD SUMP			

ESTIMATED WATER LEVEL		
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IF WATER IS PRESENT:

To pump a dike out the following analytical results must be recorded here and be within the specified limits.

A representative sample must be taken by recirculating with the sump pump for 2 minutes minimum before the sample is taken.

If not within the specified limits contact Environmental Control for disposal guidance.

SAMPLE TAKEN ? (yes / no)		
Is a sheen present? (No sheen is allowed.)		
2nd phase organic present? (No 2nd phase allowed.)		
PUMP OUT (YES / NO)		
IF YES, INDICATE ----->	pH (5 - 10) (As measured on pH paper)	TOC (10 ppm or less)

INSPECTOR: _____

B073

RCRA HAZARDOUS WASTE STORAGE TANK DAILY INSPECTION LOG SHEET

Tank Inspected:

T-9 MIXED RESIDUE TANK M-22

Date: _____

T-19 DECH - PLUS RESIDUE TANK M-22

Time: _____

Inspect each tank for leaking connections, leaks from holes or cracks in the tank walls or tank seams, excessive corrosion, inoperable valves and/or tank instrumentation.

Inspect each containment area to determine the condition of the dike walls, sump, and the area around the containment area to detect erosion or other obvious signs of leakage. Inspect the pump and transfer piping for leaks or signs of corrosion.

Note any defective conditions (full or flooded dikes, leaking flanges, valves, or sample taps, and inoperative instrumentation) and the required remedial action to correct the condition.

ALL DEFECTS MUST BE CORRECTED IMMEDIATELY (PER PART 373.2)

	FINDINGS	REMEDIAL ACTION PLAN AND COMMENTS
TANK LEVEL		
TANK CONDITION		
ASSOCIATED EQUIP CONDITION		
TANK DIKE CONDITION		
TANK DIKE LIQUID LEVEL		
PUMP OUT (YES/NO)		

To pump a dike out, the following analytical results must be recorded here and be within the specified limits.

A representative sample must be taken by recirculating with the sump pump for 2 minutes minimum before the sample is taken. If not within the specified limits, contact Environmental Control for disposal guidance.

Is a sheen present? (none allowed)		
2nd phase organics present? (na)		
pH 5 - 10		
TOC (10 ppm or less)		

Inspector's Signature: _____

B074

MCT BOTTOMS TANK AND MCT DECANT TANK

DATE: / /

Inspect each tank for leaking connections, leaks from holes or cracks in the tank walls or tank seams, excessive corrosion, inoperable valves and/or tank instrumentation. Inspect each containment area to determine the condition of the dike walls, sump, and the area around the containment area to detect erosion or other obvious signs of leakage. Inspect the pump and transfer piping for leaks or signs of corrosion. Note any defective conditions (i.e. full or flooded dikes, leaking flanges, valves, or sample taps, and any inoperative instrumentation) and the required remedial action to correct the condition.

ALL DEFECTS MUST BE CORRECTED IMMEDIATELY (PER PART 373.2)

SHIFT SUPERVISOR: 7-3 _____ 3-11 _____ 11-7 _____

TANK		MCT BOTTOMS TANK		MCT DECANT TANK	
7:00 a.m.		Weight:		Level:	
Transfer to Tank	7-3	Weight Start:	Difference:	See Note Below:	
		Weight Stop:			
3:00 p.m.		Weight:		Level:	
Transfer to Tank	3-11	Weight Start:	Difference:	See Note Below:	
		Weight Stop:			
11:00 p.m.		Weight:		Level:	
Transfer to Tank	11-7	Weight Start:	Difference:	See Note Below:	
		Weight Stop:			
Note: When entering amount transferred to Decant Tank, use the difference in weight as seen on the Bottoms Tank weigh scale when the transfer is done.					
Tank Condition	7-3				
Transfer Pump Seal	7-3				
Dike Integrity	7-3				
Water in Dike/Sump	7-3	Yes	No	Yes	No
Pumped Out	7-3	Yes	No	Yes	No
Was Catalyst Pumped to Cat Chlorinator in N-21?		Yes _____		No _____	
If Yes, Cat Chlorinator Tank Level at Start of Transfer		_____ at end of Transfer _____			

To pump a dike out the following analytical results must be recorded here and be within the specified limits. A representative sample must be taken by recirculating with the sump pump for 2 minutes minimum before the sample is taken. If not within the specified limits contact Environmental Control for disposal guidance.

Is a sheen present? (No sheen is allowed)		
2nd phase organic present? (No 2nd phase allowed)		
ph (5 - 10) (As measured on pH paper)		
TOC <u>5</u> 0 ppm or less)		

NON-ROUTINE INSPECTION FORMS

CC	LOC.	EQ	BLDG.	ITEM	DATE	FILE
TEST	INSPECTOR		COPIES			
REMARKS						
RECOMMENDATIONS						

B 077

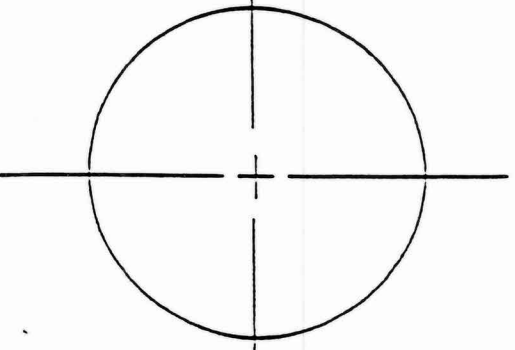
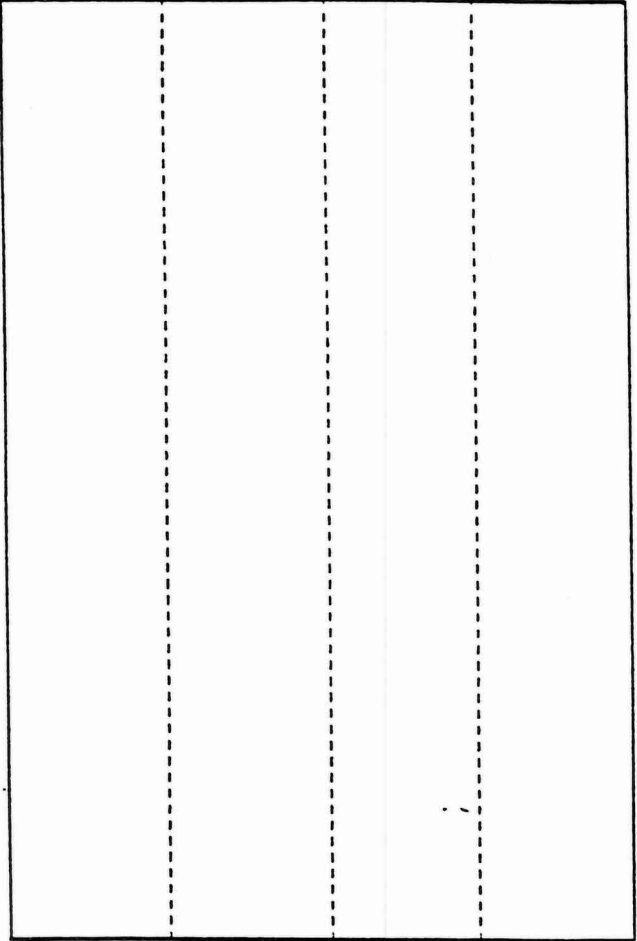
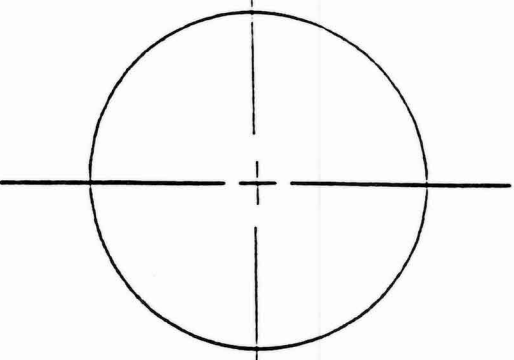
CC	LOC.	EQ	BLDG.	ITEM	DATE	FILE
TEST	INSPECTOR		COPIES			

REMARKS

RECOMMENDATIONS

The diagram consists of a large outer rectangle. Inside this rectangle, there are two circles positioned horizontally, one on the left and one on the right. A vertical dashed line runs through the center of the entire composition, passing through the centers of both circles. A horizontal dashed line runs across the middle of the composition, passing through the centers of both circles. In the center of the large rectangle, between the two circles, is a smaller rectangle. This central rectangle has a vertical dashed line on its left side and a vertical dashed line on its right side, aligning with the vertical dashed line of the circles. The top and bottom edges of this central rectangle are aligned with the horizontal dashed line of the circles.

B079

CC	LOC.	EQ	BLDG.	ITEM	DATE	FILE
TEST	INSPECTOR		COPIES			
REMARKS						
RECOMMENDATIONS						
<div></div>						

Occidental Chemical Corporation

N 26728

NIAGARA PLANT

INTERNAL HAZARDOUS WASTE MANIFEST/INTRAPLANT TRAILER TRANSFER TICKET

GENERATOR: COMPLETE UNSHADED AREAS ONLY

WASTE DESCRIPTION				LOAD NO.									
OCC WASTE CODE	GENERATING DEPT.	COST CENTER	DATE SHIPPED TIME										
AMOUNT SHIPPED GALLONS POUNDS		FROM BUILDING	TO BUILDING	OCC TRAILER NO.	NON OCC TRAILER NO								
AMOUNT RETURNED GALLONS POUNDS		FROM BUILDING	TO BUILDING	RETURNED DATE									
NET SHIPPED POUNDS		SAFETY CHECK			<table border="1"> <tr> <th colspan="2">LOADER</th> <th colspan="2">UNLOADER</th> </tr> <tr> <th>YES</th> <th>NO</th> <th>YES</th> <th>NO</th> </tr> </table>	LOADER		UNLOADER		YES	NO	YES	NO
LOADER		UNLOADER											
YES	NO	YES	NO										

1. FILLING PORT SEALED AND NOT FUMING.
 2. HOSES DISCONNECTED.
 3. FILLING & DISCHARGE VALVES CLOSED AND NOT LEAKING
 4. VENT VALVE CLOSED AND NOT FUMING
 5. RUPTURE DISC. IN PLACE AND NOT FUMING.
 6. ELECTRICAL GROUND DISCONNECTED.
 7. TRAILER JACK REMOVED.
 8. PLACARD IN PLACE POSITIONED "SAFE TO MOVE".
 9. TRAILER PRESSURE TEST DATES/IN COMPLIANCE
 10. ALL GASKETS, HOLD-DOWN BOLTS, NUTS IN GOOD CONDITION.
 11. ALL VALVES, PRESS. GAUGES, RUPTURE DISCS AND VENTS IN OPERABLE CONDITION AND FREE OF OBSTRUCTIONS.
 12. SPILLED WASTE MATERIAL ON OUTSIDE SURFACES OF TRAILER.
- (IF YES, DO NOT SHIP)

DEFECTIVE EQUIPMENT NOTED (NOTIFY SUPERVISOR) COMMENTS

LOADER NAME (PLEASE PRINT NAME AND SIGN BELOW) / /		UNLOADER NAME (PLEASE PRINT NAME AND SIGN BELOW) / /	
DATE / /	DATE / /	DATE / /	DATE / /
LOADER SIGNATURE	UNLOADER SIGNATURE	LOADER SIGNATURE	UNLOADER SIGNATURE

COPY 1 - ENVIRONMENTAL FILE

B080



TANKER TEST AND INSPECTION REPORT

Inspection as required by Sec. 180.417(b) & (c) of the O.G.T. Hazardous Materials Regulations

INSPECTION TEST DATE REPORT NUMBER

OWNER OCCIDENTAL CHEMICAL CORP		CARRIER (if other than owner)	
PLACE OF BUSINESS ADDRESS 4700 Buffalo Ave.		PRINCIPAL PLACE OF BUSINESS ADDRESS	
CITY, STATE, ZIP CODE Niagara Falls, N.Y. 14302	TELEPHONE	CITY, STATE, ZIP CODE	TELEPHONE
OWNER'S EQUIPMENT NO. 291	MFG. DATE 1987	ORIG. TEST DATE 12-14-87	DOT SPECIFICATION NO. MC307/312
CARRIER'S EQUIPMENT NO. 291	VESSEL MATERIAL SPEC. NO.	MANUFACTURER'S SERIAL NO. 83-5049	FLUID CAPACITY (GALS.) 4000

TYPE OF TEST(S)

- ☐ EXTERNAL VISUAL (V) ☒ LEAKAGE TEST (L)
☐ INTERNAL VISUAL (I) ☒ Hydrostatic ☒ Pneumatic
☐ LINING INSPECTION (LI) ☐ THICKNESS TEST (T)
☐ PRESSURE RETEST (P) ☐ (OTHER)
☒ Hydrostatic ☒ Pneumatic

CERTIFIED BY

MANUFACTURER **Cusco Inds.**

WATER CAPACITY (LBS.)

MAXIMUM ALLOWABLE WORKING PRESSURE **30** PSI

MINIMUM DESIGN METAL TEMPERATURE PSI

CHECKLIST OF ITEMS INSPECTED OR TESTED

ITEM	YES	NO	ITEM	YES	NO	ITEM	YES	NO	OTHER ITEMS	YES	NO
End Shell	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Relieving Pressure Relief Valves	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Disturbance	<input checked="" type="checkbox"/>	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
End Heads	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Necks and Bolls	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Corrosion	<input checked="" type="checkbox"/>	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
End-to-Shell Seams	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Frangible (Rupture) Disk	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Welds	<input checked="" type="checkbox"/>	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
Welds	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Major Attachments	<input checked="" type="checkbox"/>	<input type="checkbox"/>	OTHER ITEMS	<input checked="" type="checkbox"/>	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
Flanges	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Vapor Cougher Assembly	<input checked="" type="checkbox"/>	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
Flange Covers	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Expansion System Attachments	<input checked="" type="checkbox"/>	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
Flange Gaskets	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Connecting Structures	<input checked="" type="checkbox"/>	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
Access for Tightening Manhole	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Lining Material	<input checked="" type="checkbox"/>	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
Access on Full Opening Rear Head	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Pressure Bearing Portions of Heating System	<input checked="" type="checkbox"/>	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
Top Valves	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Flows for Heating System	<input checked="" type="checkbox"/>	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
Bottom Valves	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Corroded or Abraded Areas	<input checked="" type="checkbox"/>	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>

CHECK ONE: ☐ NO DEFECT OR DAMAGE DISCOVERED ☒ DEFECTS OR DAMAGE DISCOVERED

LOCATION OF DEFECTS OR DAMAGE: ☐ Head ☐ Neck-affected zone ☐ Liquid phase ☐ Vapor phase ☐ Head-to-shell seam

NATURE AND SEVERITY:

METHOD OF REPAIR:

IS REPAIR CERTIFICATION REQUIRED? ☐ YES ☒ NO DESIGN CERTIFYING ENGINEER REGISTRATION NO.

THIS UNIT AS HAULED	<input type="checkbox"/> ANHYDROUS AMMONIA (<input type="checkbox"/> CERTIFIED AS 99.5% WATER BY WEIGHT)	<input type="checkbox"/> LIQUEFIED PETROLEUM GAS <input type="checkbox"/> ANY OTHER MATERIAL THAT MAY CAUSE STRESS CORROSION CRACKING	STRESS RELIEVED AFTER FABRICATION <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	TEST DATE
	DOT REGISTRATION NUMBER OF THE TESTING FACILITY/PERSON		STRESS RELIEVED AFTER REPAIR: <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	REPAIR DATE
TESTED BY (Person & Address) David R. Battaglia		REPAIRED BY Sawyer Welding Co. Inc.		
ADDRESS		ADDRESS 294 Sawyer Ave.		
CITY, STATE, ZIP		CITY, STATE, ZIP Tonawanda, N.Y. 14150		

DISPOSITION OF CARGO TANK: ☐ WITHDRAWN FROM SERVICE ☒ RETURNED TO SERVICE MARKINGS APPLIED: ☒ YES ☐ NO

SIGNATURE OF INSPECTOR **David R. Battaglia** DOT REGISTRATION NUMBER **07-0134** DATE **12-22-87** SIGNATURE OF OWNER DATE

RCRA SUBPART CC
TRAILER INSPECTION FORM

CALIBRATE MONITORING INSTRUMENT AND MONITOR ALL MANWAYS,
VALVES AND ASSOCIATED PIPING CONNECTORS ON TRAILER.

INSPECTION DATE _____

TRAILER NUMBER _____

MONITORING INSTRUMENT MAKE/MODEL _____

MONITORING INSTRUMENT SERIAL NUMBER _____

BACKGROUND READING (S) (PPM) _____

SCREEN READINGS (PPM) (RAW-BACKGROUND) _____

COMMENTS:



SAFETY REGULATION SR 11

"LOADING AND UNLOADING OF TRAILERS, TANKERS & TRUCKS"

WHAT

Procedures required to safely position and support tank trailers, van trailers and trucks for loading/unloading. Includes guidelines for the proper care and maintenance of wheel chocks and jack supports.

WHERE

All materials transfer sites at the Niagara Plant.

WHO

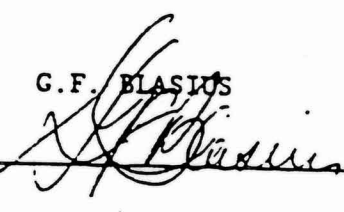
All Occidental tractor drivers, truck drivers and forklift Operators. Also loaders, unloaders, and logistical services personnel responsible for equipment storage and maintenance.

WHY

To protect personnel, and prevent damage to loading and unloading facilities that could result from the accidental movement of trucks, trailers, or tankers while materials are being transferred.

SUMMARY

- Use of approved wheel chocks
- Testing tractor and trailer brake systems
- Getting proper consent for all safety operations
- Secure placement of dock plate and nose jack

DISTRIBUTION: ALL SUPERVISION	EFFECTIVE DATE: AUGUST 1991	AUTHORIZED BY:
APPROVED BY: DEPT HEADS, SAFETY DEPT., & SOP SAFETY COMMITTEE	SUPERSEDES: SOB 11B, 11C, 11D	G.F. BLASIOS 
CONDITIONS: NO DEVIATIONS PERMITTED WITHOUT APPROVAL OF DEPARTMENT HEADS, MANAGERS INVOLVED, & SAFETY DEPARTMENT		



NIAGARA PLANT

I. DEFINITIONS

- **Wheel Chocks** - a tooth-edged device that is placed between a truck tire and the road surface to prevent vehicle movement. Wheel chocks must be approved by the Safety Department.
- **Nose Jack** - an adjustable device that is placed between the face of a fifth wheel and the road surface to prevent vehicle movement.
- **Suitable Flatbed Or Trailer Support** - a support approved by the Safety Department that prevents tipping of the trailer during Loading. Squarely stacked standard pallets, bound together with metal strapping are acceptable as supports.

II. PROCEDURE**Wheel Chocks**

- If a trailer is backed up to a loading dock, place one chock at the front of an outer wheel on each side of the unit (Figure 1).
- If the trailer or tanker is free-standing (i.e., not spotted at a loading dock or backed up to a wall), place chocks at the front and rear of an outer wheel or set of wheels on each side of the unit (Figure 2).
- Place chocks squarely against the tire with the tooth-edge gripping the road surface. This surface should be free of ice, snow, gravel and loose dirt.
- In the case of non-Occidental drivers, the forklift operator or one loader/unloader will put the wheel chocks in place.
- Loading/unloading cannot begin until the wheel chocks are in place.

Nose Jacks

- The surface on which the jack is placed must be level.
- The nose jack must be placed under the coupling area of the trailer and adjusted to allow 3 to 5 inches of clearance between the trailer and jack.
- Do not place the nose jack directly under the trailer pin.
- Loading/unloading cannot begin until the nose jack is in position.
- If an empty unit is spotted for storage, a nose jack is not necessary.

TANK TRAILERS AND VAN TRAILERS PLANT

- A. When a trailer or tanker is to be loaded/unloaded with the tractor attached, the tractor driver must:
1. Know the necessary safety procedures:
 - Observe the non-smoking regulations in the vicinity of a trailer containing explosive, flammable or oxidizing materials.
 - Wear the proper safety equipment.
 - Know the location of the safety shower/eyewash.
 - Know the emergency response procedures for the materials being handled.
 2. Spot the unit at the loading/unloading site.
 3. Test the brakes as follows:
 - Apply the air brakes on the unit.
 - Apply the tractor's hand emergency brake.
 - Attempt to move the unit forward with the motor running and the transmission in gear. There must be enough restraining force when the brakes are applied to prevent forward movement.
 4. When the driver leaves the cab, shut off the motor and put the transmission in reverse gear.
 5. Place the wheel chocks in position.
 6. Notify the dispatcher or the person in charge of loading/unloading that the above precautions have been taken.
 7. Before attempting to move the unit from its secured position get permission from the dispatcher or the loader/unloader. Make sure all piping is disconnected from trailer.
 8. Once permission is obtained, follow these procedures for moving the unit:
 - Make sure trailer sign is in safe to move position.
 - Remove the wheel chocks and store them properly. Forklift operators, loaders and unloaders will remove chocks for non-Occidental drivers.
 - Disengage the tractor's emergency hand brake.
 - Release the air brakes.
 - Never move a trailer from the loading dock while the dock plate is in place.



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- B. When a trailer or tanker is to be Loaded/unloaded with tractor attached, the forklift operator, loaders and unloaders must:
1. Know the necessary safety procedures.
 - Observe the non-smoking regulations in the vicinity of a trailer containing explosive, flammable or oxidizing materials.
 - Wear the proper safety equipment.
 - Know the location of the safety shower/eyewash.
 - Know the emergency response procedures for the materials being handled.
 2. Make sure the wheel chocks are properly placed.
 3. Set the dock plate in place.
 4. Follow and complete the proper loading/unloading checklist and Procedures.
 5. Remove the dock plate when loading/unloading is complete.
 6. Notify the tractor driver or dispatcher when the load has been Transferred.
- C. When a trailer or tanker is to be loaded/unloaded without the tractor attached, the tractor driver must:
1. Know the necessary safety procedures.
 - Observe the non-smoking regulation in the vicinity of a trailer containing explosive, flammable or oxidizing material.
 - Wear the proper safety equipment.
 - Know the location of the safety shower/eye wash.
 - Know the emergency response procedures for the material being handled.
 2. Spot the unit at the loading/unloading or storage site.
 3. Place the wheel chocks in position.
 4. Lower the dolly wheels.
 - The dolly wheels should be sitting on a firm surface.
 5. Uncouple the tractor.
 6. Place the nose jack in position.



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7. Notify the person in charge of loading/unloading operations that the above precautions have been taken.
8. After loading/unloading is complete, get permission from the Dispatcher or loader/unloader to couple the tractor. Check to see that all piping is disconnected or the dock plate removed. Place a suitable barrier at the dock edge.
9. Once permission is obtained, follow these procedures for moving the unit:
 - Make sure trailer sign is in safe to move position.
 - Make sure the chocks and nose jack have been removed.
 - Couple the tractor and trailer.
 - Release the air brakes.

NOTE: In the absence of authorized personnel, a flatbed at a loading dock may be coupled and moved without the usual approval. If the dock plate has been removed and a suitable barrier is in place at the dock door or the dock door is closed, and the trailer sign is in the safe to move position, the tractor driver may couple up and drive away.

- D. When a trailer or tanker to be loaded/unloaded without the tractor attached, the forklift operators, loaders and unloaders must:
1. Know the necessary procedures.
 - Observe the non-smoking regulation in the vicinity of a Trailer containing explosive, flammable or oxidizing material.
 - Wear the proper safety equipment.
 - Know the location of the safety shower/eye wash.
 - Know the emergency response procedures for the material being handled.
 2. Check to see that the wheel chocks are properly placed. (Figure 3)
 3. Place a nose jack or suitable support under the nose of the Flatbed or trailer.
 4. Loading/unloading cannot begin until the wheel chocks and nose jack or supports are in position.
 5. Set the dock plate in place.
 6. Follow proper loading/unloading procedures.



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7. Remove the dock plate when loading/unloading is complete.
8. Notify the dispatcher or tractor driver when the load has been transferred.
9. For non-Occidental drivers, remove wheel chocks, nose jacks, and or supports and store them properly.

STAKE TRUCKS AND DUMP TRUCKS

- A. Stake trucks and dump trucks do not need wheel chocks except when equipment is being driven onto them. The truck driver must:
 1. Know the necessary safety procedures.
 - Observe the non-smoking regulations in the vicinity of a trailer containing explosive, flammable or oxidizing material.
 - Wear the proper safety equipment.
 - Know the location of the safety shower/eye wash.
 - Know the emergency response procedures for the material being handled.
 2. Place the wheel chocks in position.
 3. Notify the loader/unloader when the chocks are in place.
 4. Before attempting to move the truck, get permission from the Dispatcher or loader/unloader.
 5. Once permission is obtained, remove the wheel chocks and store them properly.
 - Forklift operators, loaders and unloaders will remove wheel chocks for non-Occidental drivers.
- B. If a trailer, tanker or truck is parked, but work is to be done on it (loading/unloading, maintenance, painting), it must be:
 1. Parked on an even surface.
 2. Secure against movement.
 - The wheels must be chocked to prevent both forward and backward movement.
 - Place chocks squarely against the tire with the toothed-edge gripping the road surface. This surface should be free of ice, snow, gravel and loose dirt.
 - A nose jack must be placed under the fifth wheel.